

GARCIA OCCUPIES BAYAMO.

PANDO, THE SPANISH COMMANDER, GOING TO HAVANA.

SPANIARDS EVIDENTLY GIVING UP THE FIGHT IN EASTERN CUBA—GARCIA MAIN. TAINS GOOD ORDER.

(Copyright, 1896, by the Associated Press.)
 Monte Bay, Jamaica, via Kingston, Jamaica, May 3.—General Pando, commander of the Spanish forces in the field, withdrew the Spanish garrison from Bayamo, one of the important towns of the Province of Santiago de Cuba, on April 25, and refugees who have arrived here from Manzanillo, the port of Bayamo, by the schooner Governor Blake say General Calixto Garcia, the insurgent commander, occupied the town the next day.

Bayamo, or San Salvador, is situated about sixty miles northwest of the city of Santiago de Cuba. It has a population of about seven thousand in times of peace. There is no knowing what its population is at present.

The Spanish merchants and residents of Bayamo, it appears, were in great fear of plunder and massacre, but General Garcia issued a proclamation declaring that the property of Spaniards and their civil rights would be respected. The General also personally assured the leading Spaniards of the place that they were perfectly safe in remaining in Bayamo, with the result that business went on as usual and tranquillity prevailed there. The people brought in vegetables and meat from the country, and the prices of provisions fell. No outrages have been reported.

General Pando is understood to be at Manzanillo, near the River Cauto, with the main body of the troops whose operations he has been directing in Eastern Cuba. Up to April 27 about 6,000 men, or one-third of General Pando's forces, had been sent to Havana, and it is said more of them are to go to the capital. They will be accompanied by General Pando himself.

The population of Manzanillo, which was about 12,000 before the war, has now shrunk to 5,000, and food is double and treble the ordinary prices. Few preparations have been made for the defence of the town.

Captain Herrie, owner of the steamer Edmund Blunt, which recently took a cargo of provisions to Manzanillo, returned here on the Governor Blake. The captain accepted a large offer from the Spanish Government for his steamer.

About one hundred and seventy-five of the refugees who arrived here on the Governor Blake were released from quarantine yesterday.

BRITONS TAKEN OFF ON A WARSHIP. CALL OF THE ALERT AT SANTIAGO DE CUBA—CENSORSHIP AT BARBADOS.

(Copyright, 1896, by the Associated Press.)
 Kingston, Jamaica, May 3.—The Direct West India Cable Company has received the following notification from Barbados:

The Government has established a censorship at this station to supervise and control the forwarding and delivery of telegrams, with a view to carrying out strictly the neutrality laws.

H. M. S. Alert sailed from Port Royal on Saturday. Her destination was then unknown, as her instructions had to be opened at sea, but it has since developed that she was directed to go to Santiago de Cuba. She arrived off that port on Sunday morning, but did not enter the harbor, presumably on account of the torpedoes. Her commander sent a boat ashore with an officer, who called on F. W. Ramsden, the British Consul. On the officer's return the Alert sailed for this port, and arrived here to-day. She was outside Santiago de Cuba for five hours.

The Health Officer says that the Alert brought some passengers from Santiago de Cuba. It is supposed she went there in response to the British Consul's cable dispatch of Friday last asking for a warship as a result of the hostile

"Lesser New York"

It is estimated that half the business of the city, in amount, is transacted in "Lesser New York," or New York below Fulton Street. This section includes the banking, insurance, stock exchange, export, cotton, grain, tea, coffee, sugar, the tobacco, drug, chemical, metal, machinery and jewelry districts. It is the home of the lawyers. It contains most of the office buildings, and the Sub-Treasury and Custom House. Convenient to all is the Hale Company, 15 Stone Street, where they sell desks at export prices.

vessels, from St. John, Porto Rico. The captains of both vessels report that the excitement at Porto Rico when they left that place was intense. The old Spanish settlers were strongly on the side of Spain, while the native element was as strongly in favor of independence.

Captain Dexter states that he sailed from St. John on April 20, and the day before he left there the American Consul departed, leaving American interests in the charge of the British Consul. He says that Americans and Englishmen are not safe in the streets at St. John, the Spaniards there believing that the English are in league with the Americans. Just before he sailed from there two American correspondents were arrested, and one of them was sent to St. Thomas on a French war vessel.

It was reported that a serious disturbance had taken place in the interior between the natives and Spanish soldiers, but Captain Dexter was unable to learn the truth.

Captain Esteno, of the Bravo, states that before he left port two large Spanish warships came into the harbor and remained for several days. They took on three months' provisions, and then were ordered to sea, it being currently reported they were bound to the Philippine Islands.

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ABOARD A CAPTURED VESSEL.

SPANISH PRISONERS LIVING IN COMFORT ON THEIR OWN VESSEL.

(Copyright, 1896, by the Associated Press.)
 Key West, April 29.—Some of the Spanish seamen detained here on the captured vessels live like kings of large inheritance, and entertain their guests with all the elaborate politeness and generous hospitality of their race. They give course dinners, have the choicest of Spanish wines and cigars, and treat the United States officials who visit them as if they were petted friends instead of dreaded captives.

Through the courtesy of the United States District Attorney, J. M. Stripling, the Associated Press correspondent was permitted to visit all the Spanish prize ships, and dined with the captain and officers of the elegant merchant steamer Miguel Jover. This vessel has a cargo of rice and other food supplies from the tropics, and is owned in Havana, Spain. She sailed from New Orleans April 21, her crew being ignorant of the fact that Rear-Admiral Sampson's fleet was patrolling the Gulf. Next to the Panama she is the most valuable prize, and is estimated to be worth \$500,000. By far she is the best-equipped vessel in the captive fleet, and the elegance and richness of her cabin and officers' quarters can scarcely be excelled by any merchant ship afloat.

Her cabin is finished in Italian marble, with the finest of mahogany furniture, beautiful and expensive carpets and draperies, elaborate electric light fixtures, a piano, and, in brief, the best of everything.

SHIP'S OFFICERS MEN OF REFINEMENT.

The representative of the Associated Press was received by the captain and his officers with great courtesy and polite welcome. The crew numbers about 100 men, and all of the officers of higher rank are men of education and refinement. Captain Juan Bill is apparently about sixty-five years of age, stern, dignified, and with an exceptionally strong, determined face. The first officer, Vincente

Terol, is a bright, genial, little Spaniard, bubbling over with good nature and politeness, and talking incessantly with gestures and broken English, of the beauties of old Spain. Joseph Lavarez, a chief engineer, is a shrewd, diplomatic man, of about thirty-five, dark, handsome and speaks English perfectly. Jose Gomez, the ship's surgeon, from his general manner, might be taken for an artist or a writer of accomplished penman.

The old captain met with very little to say except in way of protesting most vigorously against being sent ashore. "Leave us here," he said to District-Attorney Stripling, through the chief engineer as interpreter, "for if we go ashore nobody knows what may happen. Spaniards and Cubans might not be friends over there," and he moved his hand toward the barracks on the island.

"No one would injure you," said District-Attorney Stripling.

"I do not fear that so much," said the old captain, "but nobody knows what some of the Spaniards might do, and then I should be held responsible for what happened. The Americans would hold the captain responsible for all but the Spaniards who are ignorant is hard to control."

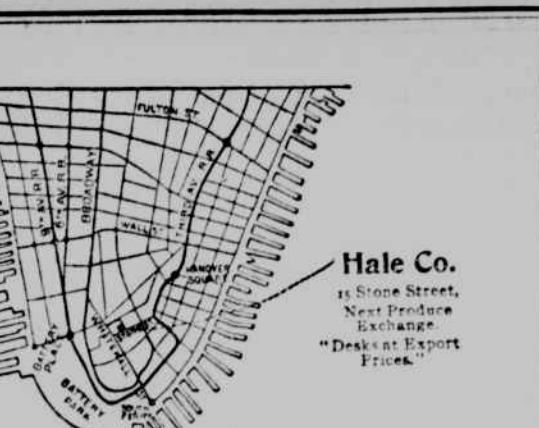
THE CREW LOOKED UNFRIENDLY.

No doubt Captain Bill spoke with much truth, for among the crews of each vessel there were faces dark and cruel. As the officers, grouped about the deck, discussed the release of the prisoners, the sailors stood apart and watched the prisoners, the sailors stood apart and watched the prisoners, the sailors stood apart and watched the prisoners.

Porto Rico in a Turmoil.

ENGLISH CAPTAINS REPORT GREAT EXCITEMENT, AND THAT AMERICANS ARE IN A DANGEROUS POSITION.

Boston, May 3.—Among the arrivals at this port to-day were the brig Capt. Captain Dexter, and the schooner Bravo, Captain Esteno, both British



HOW COMMODORE HOWELL'S PATROL FLEET WILL BE MADE UP.

THE COLUMBIA TO BE HIS FLAGSHIP—THE NEW-ORLEANS WILL TAKE HER PLACE IN THE FLYING SQUADRON—HOWELL WILL ALSO HAVE THE SAN FRANCISCO AND EIGHT CONVERTED CRUISERS—A SUB-PORT NEWS SHIP.

[BY TELEGRAPH TO THE TRIBUNE.]
 Newport News, Va., May 3.—Your correspondent learned to-night from an official source that the fleet cruiser Columbia has been detached from the Flying Squadron and assigned to the Northern Patrol Squadron, under Commodore Howell. The cruiser San Francisco, now the flagship of the Patrol Squadron, will give way to the larger and faster Columbia, which will carry the pennant of Commodore Howell.

The new four-gun cruiser New-Orleans, formerly the Amazonas, has been detached from the Patrol Squadron and ordered to report at once to Commodore Schley for duty with the Flying Squadron, filling the vacancy caused by the transfer of the Columbia. This information is absolutely authentic. The order effecting this important change was telegraphed to-night by Secretary Long to Commodore Schley, and was delivered to the commander of the Flying Squadron, aboard the flagship Brooklyn, as soon as received.

The patrol fleet will be ready for duty at Commodore Howell's command on Thursday, that being the time set for the departure of the auxiliary cruisers Dixie and Yosemite, the last to be converted, for any destination that may be ordered.

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The cruiser New-Orleans, which left Newport several days ago for the South, will proceed at once to Hampton Roads, where she will salute the burgee of Commodore Schley, and formally join his command. She will probably arrive on Friday. The Flying Squadron will not sail until joined by the New-Orleans, unless the possible approach of the enemy's ships makes it necessary to put to sea.

THE PRaises OF COMMODORE DEWEY.

The praises of Commodore Dewey and the Atlantic Squadron are being sung on board the warships at Old Point to-night, and the enthusiasm of the officers and men knows no bounds. A number of officers are ashore at the hotel, and they can find only the most brilliant naval feat of this generation to compare with the capture of Manila. The Chamberlain and the Heredia present happy scenes, the wearers of gold and navy blue sitting around, all in the spirit of the achievement, and explaining the details of the wonderful attack, which they as naval students can picture almost to a certainty.

A bulletin received late this evening, containing a report that the "Fighting Commodore" had captured the Manila fortification, with the cooperation of the insurgents, was received with satisfaction shown by smiling countenances and strong expressions.

READY FOR ACTION.

The news which served to fire the hopes of the officers to the highest pitch came in the shape of a bulletin announcing that the Cabinet had decided to invade Cuba at once, and that Admiral Sampson's fleet was preparing for action. The word "action" was generally interpreted as meaning bombardment or an engagement, and the officers of the Flying Squadron confidently believe that when the Southern fleet comes into action, their own time will come. It is easily discerned that they are getting tired of Old Point, which, in times of peace, is all right for its gaiety, but in time of war carries too many extras for the officer who is holding for a fight. Commodore Schley is evidently impatient to get at the enemy, and the same can be said of the captains commanding the three fighters which represent the best armored ships of each class in the Navy.

SUSPECTED OF BEING A SPY.

Shortly after 7 o'clock this morning a dark-skinned foreigner, who is believed to be a Spaniard, and who has heretofore been noticed in the vicinity of the shipyard acting in a suspicious manner, was discovered at work in the machine shop, with a large force under Foreman GreenSmith. When asked for his working key, with which all of the four thousand employees are furnished, the man did not comply, but immediately insisted in broken English that he had only been employed last night, and was to receive his key to-day. A watchman was sent for and the man was immediately escorted to the office, where he was questioned.

It was finally decided not to find him, but he was cautioned against being found in this vicinity of the yard in the future, on penalty of being turned over to the military authorities at Fort Monroe. It is believed that this man goes by the name of Rodriguez. He was well dressed and bore no outward evidences of being a mechanic. On being liberated he disappeared, and has not been seen since. Twelve native special detectives were sworn in at the shipyard to-day, and the Police Commissioners, at the request of the officials, have stationed regular policemen at the gates as a precautionary measure against possible hostile intrusion.

The detectives on duty in the vicinity of the shipyard along the water-front will capture or detect any prowlers found lurking about after dark, in order to make sure of their identity, on account of the long stretch of exposed waterfront to the shipyard, measuring half a mile, the battleships Kearsarge and Kentucky and the cruisers Dixie and Yosemite are in constant danger of foul play.

The plans and estimates for the mammoth drydock at the shipyard have been completed and submitted to the Navy Department for its approval. General Superintendent Post is expecting instructions at any hour to go ahead with the work on the new dock. As much as \$1,000,000 are expected to be expended on it, and it will be put to work immediately.

THE VESUVIUS' HULLY DAMAGED.

The dynamite cruiser Vesuvius cannot possibly leave the Navy Yard to join Admiral Sampson's fleet until Saturday, at the earliest, and possibly not until Sunday. It is learned that the damage sustained by the Vesuvius in the sale of last week was tremendous, the iron stanchions being bent by the heavy sea and the cruiser otherwise injured, while the foremen had to work in the boiler-room in water up to their knees. Naval Constructor Stahl estimates that six days will complete the work. The Vesuvius has been at the Navy Yard since last Friday.

The work on the cruiser Newark will not be completed until June 1. The batteries for the ship have just arrived.

AN AUXILIARY NAVAL FORCE.

THE BILL FOR A VOLUNTEER CORPS REPORTED TO THE HOUSE—A NAVAL HOSPITAL WANTED.

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Lung and Passed Assistant Engineer G. W. Danforth, Lieutenant-Commander W. S. Cowles has been ordered to command the Topeka. Commander S. Holden, retired, has been ordered to the Naval Station at Key West, and Lieutenant-Commander P. H. Shepard, retired, to the Pensacola (Fla.) Navy Yard.

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